

## Alternative Fuel Transit Buses

**Table 7. Approximate Increase in Curb Weight for a 40-foot Transit Bus**

(The curb weight of a diesel bus is approximately 28,000 pounds.)

Alternative Fuel Option	Approximate Increase in Curb Weight (pounds)
LNG	860
CNG	3,900
E95/M100	1,000–1,500
Biodiesel	0

roadway. As a result, the addition of the CNG option often results in a substantial reduction in peak passenger loading, which, if enforced, will restrict the utility of the bus.

The other alternative fuels have substantially lower weight penalties. Biodiesel has none.

### Future Plans

We will continue taking operations data until approximately 18 months of data have been collected from each site. WVU will also continue

emissions testing on the buses in the program once per year. We plan to have at least two sets of emissions tests done on each bus in the program.

Several new sites will also likely be added to the program in the coming year. Among the sites being considered for the program are:

- Corpus Christi, Texas (DDC Series 50 engines, running on propane)
- Portland, Oregon (Cummins L10 engines, running on LNG)
- San Francisco, California (Engines to be determined, running on biodiesel)
- Denver, Colorado (DDC Series 50 engines, running on CNG and propane).

### Numbers, Numbers, Numbers!

Table 8 summarizes the key interim results of the transit bus program.